REMARKS

Claims 1-7 are now pending in the application. Claims 8-22 have been withdrawn. The Examiner is respectfully requested to reconsider and withdraw the rejection(s) in view of the amendments and remarks contained herein.

REJECTIONS UNDER 35 U.S.C. § 102 AND § 103

Claims 1-2 and 5 stand rejected under 35 U.S.C. § 102(b) as being anticipated by Akaha (Japanese Pat. No. 11-179903)._Claims 3, 4, 6 and 7 stand rejected under 35 U.S.C. § 103(a) as being unpatentable over Akaha (Japanese Pat. No. 11-179903) in view of Horio et al. (Japanese Pat. No. 2000-79683). These rejections are respectfully traversed.

One distinguishing aspect of Applicants' invention is the shifting of the actuator colums from one another in combination with one of two connection structures to maximize use of space. The first connection structure connects outer actuator columns by signal lines to input terminals situated between central, innermost actuator columns as illustrated in Figure 4. The second connection structure illustrated in Figure 15 locates each input terminal near its actuator so that each terminal is continuous with its actuator, and signal lines are eliminated. These arrangements maximize use of head body speace as discussed at page 34, lines 14-20, and thus permit size of the head body to be reduced.

In contrast, the signal input terminals of Akaha are provided in localized bands to a securing structure, rather than to the surface of the head body. In Horio the terminals are not centrally located on the surface of the head body, but rather on outer edges of the head surface. As illustrated in Figures 4 and 5 of Akaha, the input terminals are not arranged in a central portion of the head surface between innermost actuator columns, but rather have some actuator columns located between rows of input terminals.

Accordingly, in order to more fully distinguish Applicants' invention from the cited references, independent claim 1 has been amended to recite the signal input terminals being located in a central portion of the surface of the head body between the inner actuator columns. Support for this amendment may be found in the specification as originally filed at page 37, lines 16-19 and also in Figure 15. It is submitted that this renders claim 1 (and all dependent claims based thereon) allowable over the cited references.

Regarding claim 5, Applicants respectfully note that while it is not clear in Akaha's figures exactly how input terminals are connected to the actuators, it appears in Figures 4 and 5 of Akaha that some may be continuous, while others may be connected by signal lines. Thus, Akaha does not teach that each input terminal is arranged to be continuous with each actuator. The input terminals of Horio are located on outer edges of the head surface as illustrated in Figure 2 of Horio.

Accordingly, to more fully distinguish Applicants' invention in this additional regard, independent claim 5 has been amended to recited that the signal input terminal of each actuator is provided on the surface of the head body <u>and arranged</u> near the actuator <u>so as to be continuous with the actuator</u>. It is respectfully submitted that this renders allowable claim 5 and all dependent claims based thereon.

Conclusion

It is believed that all of the stated grounds of rejection have been properly traversed, accommodated, or rendered moot. Applicant therefore respectfully requests that the Examiner reconsider and withdraw all presently outstanding rejections. It is believed that a full and complete response has been made to the outstanding Office Action, and as such, the present application is in condition for allowance. Thus, prompt and favorable consideration of this amendment is respectfully requested. If the Examiner believes that personal communication will expedite prosecution of this application, the Examiner is invited to telephone the undersigned at (248) 641-1600.

Respectfully submitted,

Dated:

Rv

Gregory A. Stobbs Reg. No. 28,764

HARNESS, DICKEY & PIERCE, P.L.C. P.O. Box 828
Bloomfield Hills, Michigan 48303 (248) 641-1600

GAS/kk